



Number 278 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 05-10-2010

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KOTUG's SD Shark prior to connecting to the Iron Fuzzaya.

Photo : Jacco van Nieuwenhuyzen ©

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EVENTS, INCIDENTS & OPERATIONS



Above the Atlantic Towing Limited harbour tug [Atlantic Willow](#) returning to base after assisting the tanker [Vinland](#) at the [Imperial Oil Refinery](#) in Halifax, Nova Scotia. **Photo : John Attersley ©**

China, Greece, to set up centre to cut ship CO2 emissions

China and Greece will set up a centre to look at ways of saving energy and cutting greenhouse gas emissions in the merchant navy, Chinese Premier Wen Jiabao has said. Wen was speaking during a visit to the premises of the Chinese shipping giant Cosco at the Greek port of Piraeus, which lies next to Athens. "To modernise Piraeus, we have to make efforts to cut greenhouse gas emissions," Wen said, in comments issued in a statement.

Cosco, which won a concession to run two of the port's terminals in 2008, accounts for half of the port's commercial traffic. Wen said he had agreed with Greek Prime Minister George Papandreou to set up a "research centre devoted to the reduction of greenhouse gas emissions in the merchant navy."

Wen arrived in Athens yesterday for a two-day visit and after talks with Papandreou signed two agreements on economic cooperation in the merchant navy. Another 11 agreements were signed between Greek and Chinese companies, of which two will involve an expansion of Cosco's activities at Piraeus.

Of Piraeus, Wen added: "I am convinced that this transport centre is going to become a pearl of the Mediterranean and equally a communication bridge between China and Greece ... a modern port, a first-class port."

Greece and China agreed a year ago to reinforce their cooperation in maritime areas to help China gain greater access to European Union markets and to the Balkans via Piraeus. "The number of containers due to pass through the port of Piraeus is going to rise this year to 800,000 containers and from now to 2015 this figure will reach 3.7 billion containers," said Wen.

"The merchant marine is an important sector of cooperation between the two countries because 60 per cent of crude oil is imported in China on Greek boats and 50 per cent of Chinese merchandise is transported on Greek boats," he added. Greece has the largest merchant fleet in the world. During a meeting last January in Japan, 20 countries and the European Union pledged to do more to tackle the problem of global warming caused by both maritime and air transport.

Neither is covered by the Kyoto Protocol on cutting greenhouse gas emissions and according to United Nations figures merchant shipping accounts for 4.5 per cent of total emissions. **Source : Deccan herald**

A recruitment banner for Acta Marine. The top half has a blue background with a white curved line on the left. Text in white says "Ter versterking van ons team zoeken wij:" followed by two bullet points: "- Commercieel Directeur" and "- Operations Coordinator". The bottom half has a white background. On the left is the Acta Marine logo (a blue square with a white stylized 'A') and the text "Acta Marine" in blue. On the right, in orange, is "Voor meer informatie: www.actamarine.com".

Ter versterking van ons team zoeken wij:

- Commercieel Directeur
- Operations Coordinator

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Bonfire protest against oil drilling

Bonfires burned along East Coast beaches for the second time this year as part of a campaign to stop offshore drilling for oil. The bonfires burned on beaches from Gisborne up along the East Coast and towards Te Kaha, west of East Cape.

The protests were from groups trying to stop the offshore drilling for oil set to be carried out by Brazilian company Petrobras off East Cape. It was the second such protest this year following a similar event on June 27.

Protest spokeswoman Ani Pahuru-Huriwai said today's event was larger. "We had protests in Whakatane and along the Coromandel Peninsula, and we're hoping there were also some in Northland," she told NZPA. "We want to show that it's not just us sitting here in the little East Cape, and that it's not just Maori, it's something a lot of the general public are very concerned about."

The protesters are concerned at the potential environmental damage the drilling could cause.

East Cape iwi Ngati Porou was also concerned at what it said was a lack of consultation before the drilling permit was awarded. **Source : NZHerald**

31st FURIADE HELD IN MAASLUIS

Last weekend the 31st edition of the **FURIADE** was held in Maassluis, herewith a photo impression of the event



The **ADRIAAN** seen shifting barges in preparations for the Furiade - Photo : Jan Oosterboer ©



Left : The steam powered tug **FURIE** seen opening the event whilst sailing into the port of Maassluis with onboard the city major **Koos Karssen**

Photo's left top / top : Marijn van Hoorn ©



photo right / top : Gunther Spruit ©



Pratibha Patil calls for expanding the SCI fleet

Shipping Corporation of India CMD S. Hajara (second left) presenting a memento to President Pratibha Patil watched by Finance Minister Pranab Mukherjee at the opening ceremony of the corporation's Golden Jubilee celebrations in New Delhi on Saturday. NEW DELHI: President Pratibha Patil on Saturday called upon the Shipping Corporation of India (SCI) to expand its fleet within a timeframe, lay emphasis on technology and meet the country's growing requirements.

The President was speaking at the golden jubilee celebrations of the SCI. Much in tune with the exhortation of Ms. Patil, Minister of Shipping G.K. Vasan announced the acquisition of 118 new vessels by 2020. He said that orders for 28 vessels had been placed, eight of which would be inducted into the SCI fleet by the end of the current financial year. The SCI will be acquiring 50 more vessels by 2015 and 40 more by 2020.

While congratulating the Navratna public sector undertaking (PSU) on completing 50 years and establishing the country as a strong maritime nation, Ms. Patil hoped that the SCI would play a crucial role in meeting the country's energy requirements, expected to grow manifold in the coming years. She urged the SCI to gear up, underlining that India was dependent on import of oil, gas and coal. Hailing its efforts in training seafarers, Ms. Patil said that the need of the hour was to attract the youth, 54 crore of whom were looking for job opportunities, and provide maritime career as an option. She also called upon the shipping industry to focus on specialised handling of different forms of ships, and continuously expand, modernise and become competitive. Referring to the recent collision of two cargo ships in Mumbai, Ms. Patil said it not only caused damage to the ecology of the area but also losses as the Mumbai Port had to be closed. "It is our prime duty to preserve the ocean property, and utmost care needs to be taken to avoid recurrence of such incidents."

She hoped that the shipping industry and the maritime community would evolve a security drill for merchant ships to ensure the security of personnel and cargo. "There should be greater attention to improved safety standards, to prevent accidents and the devastating effect on the ecology, which has an adverse impact on our image." Union Finance Minister Pranab Mukherjee hoped that the Navratna PSU would gain the status of the Maharatna in the days to come, while Minister of Petroleum and Natural Gas Murli Deora stressed that the SCI would have to play a more important role as the country's refining capacity was set to increase manifold. He added that refined petroleum products were the largest foreign exchange earner for the country. **Source : The Hindu**



The **ORIENT VESTA** seen moored in Ijmuiden October 3rd - **Photo : Erwin Willemse ©**



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The **OSPREY** loaded with the **ENSCO 8503** sighted underway in the Malacca Straits Oct. 03 2010
Photo : Charles-Dauphin Miller www.tugboatphotos.com ©

Chauncy Maples makes a million

On 29 September at London's Dorchester Hotel, Thomas Miller, a London-based specialist insurance company, announced that the funds raised for the renovation of the medical ship Chauncy Maples had passed the £1million mark, halfway to the project's £2million target. A charity auction held at the Lloyd's List Global Awards Dinner had just raised £6,000 from five sale items including a cruise donated by Royal Caribbean Cruise Lines. The auction was conducted by Andrew Binstock, one of the UK's leading auctioneers.

Thomas Miller is the sponsor of the Chauncy Maples Malawi Trust, a UK charity which is renovating the 19th century ship as a clinic to provide essential medical services to the lakeside people of Malawi. The Malawi Ministry of Health, the owner of Chauncy Maples, has committed more than £250,000 to the project, actively planning the renovation work in conjunction with the contractor.

Hugo Wynn-Williams, chairman of Thomas Miller, commented: "Reaching the halfway stage in only three months since the project launched in June is a truly magnificent effort by our community. I have been genuinely surprised by the very positive response not just to fundraising but also the desire to participate in all sorts of ways.

"Since the outset we have wanted to celebrate our anniversary with something better than a party - this has exceeded our wildest dreams." Mark Holford of Thomas Miller explained how the funds raised thus far were already being put to good use:

"In the past two weeks, work has commenced in Malawi in stripping out the ship in preparation for major hull work in a dry dock in October. Our next step is to persuade the world's maritime manufacturers to donate the £800,000 worth of parts necessary for the renovation work."

Eighty-five per cent of the £1 million raised so far has come from Thomas Miller, which donated £250,000, and its business community. Sixteen donors have given at least £25,000 each to become Founders of the project, including five of Thomas Miller's transport clubs: UK P&I Club, UK Defence Club, TT Club, Hellenic War Risks and ITIC.

Three UK law firms have also become Founders: Ince, Holman Fenwick Willan and Reed Smith, which considers Thomas Miller to be its oldest client. American law firms have also been significant donors, led by New York law firm Blank Rome. Another Founder, the broker Miller Insurance Services, is taking a 'charity' slip around Lloyd's and other London underwriters which has produced £65,000 so far. **Source : Thomas Miller**



The **SMIT AMANDLA** and Svitzer's **SINGAPORE** seen moored in Cape Town – **Photo : Aad Noorland ©**

State seizes yacht over sex parties

Turkey's government has seized the one-time state yacht of Kemal Ataturk, the founder of modern Turkey, following media reports that a vice ring had used the vessel to throw sex parties with prostitutes. Eight women and two underage girls, all of whom were believed to be prostitutes, were taken for health checks after authorities in the Mediterranean city of Antalya confiscated the 136-metre **Savarona**, state-run Anatolian news agency reported. Eight people, including two women, remain in custody, it said.

The **Savarona** had been leased to a businessman by the Finance Ministry. "I gave the necessary instructions for the cancellation of the ship's lease," Finance Minister Mehmet Simsek told Anatolian, adding the Culture Ministry should now take ownership of the vessel. "If the company does not agree on the cancellation of the ship's licence, we will take the case to court and make the effort to have it annulled by a court ruling," Anatolian said leaders of the sex-ring charged clients between \$3 000 and \$10 000 for a night with the prostitutes, who came from Russia and Ukraine. Ataturk, a war hero who founded Turkey from the ashes of the defeated Ottoman Empire, is Turkey's most revered figure. Statues and portraits of the warrior statesman are ubiquitous, and insults to his memory are punishable with a jail sentence.

Turkey bought the **Savarona** in 1938, and Ataturk spent a few weeks aboard the yacht but died later that year. Mehmet Sevigen, a member of parliament from the opposition CHP party founded by Ataturk, said the Culture Ministry should turn the yacht into a museum as soon as possible. "The prostitution scandal on the ship is a major impertinence to the memory of Ataturk," Sevigen said. **Source : Reuters - iol.co.za**



Baltic Dry Index Posts Smallest Weekly Change in Five Months

The Baltic Dry Index, a measure of commodity shipping costs, posted its smallest weekly change in more than five months as hire rates rose for capesize vessels and fell for panamaxs. The gauge climbed 6 points, or 0.2 percent, to 2,452 points today, according to the London-based Baltic Exchange. It added 8 points for the week, the smallest movement since the week ended April 23. Rents increased 12 percent this week for capesizes, the largest ships in the index, and dropped 11 percent for smaller panamaxs.

China's National Day holiday "will most likely keep rates from strengthening" for capesizes, typical carriers of iron ore, while panamaxs need more cargoes to gain, Pareto Securities AS analysts Martin Korsvold and Wilhelm Gedde-Dahl said in an e-mailed report today. "The market should be quiet at least until" the middle or end of next week, they said. The National Day break lasts to Oct. 7. Iron ore is a raw material for steel production, and China is the world's largest maker of the metal. Capesize charter rates rose 12 percent this week on the route between the Brazilian port of Tubarao and Qingdao in China. Vale SA, the world's largest iron-ore producer, is based in Rio de Janeiro.

The carrying capacity of the fleet of dry-bulk ships has expanded 11 percent this year to 506.4 million deadweight tons, according to data from Clarkson Research Services Ltd., a unit of the world's largest shipbroker. Demand for shipments of iron ore, coal, grains and other commodity cargoes will increase 5.8 percent this year to 3.4 billion metric tons, it estimates.

Daily capesize hire rates climbed 2.1 percent to \$32,626 today, according to the exchange. Panamaxs, which haul coal and grains as well as iron ore, lost 2 percent to \$19,383 a day. Supramaxes fell 0.2 percent to a daily \$19,272, and handysizes dropped 0.2 percent to \$15,165 a day. The exchange's rate assessments are based on carrying capacities of 172,000 deadweight tons for capesizes, 74,000 tons for panamaxs, 52,454 tons for supramaxes and 28,000 tons for handysizes. **Source : Source: Alaric Nightingale, Bloomberg**



The 2001 built **CAP BRETON** (ex **CHRISTIANE SCHULTE**) seen in Rio Grande – Photo : **Marcelo Vieira** ©

Pirates demand \$15mn for Maltese ship

Somali pirates have demanded \$15 million to free a Malta-flagged cargo ship hijacked in the Gulf of Aden with a crew of 15 Georgians and three Turks onboard. The owner of the **MV Olib G** initially offered a ransom of \$75,000, but later raised it to \$150,000. However, the sea pirates want no less than \$15 million, a Press TV correspondent reported on Saturday.

The cargo ship, carrying ballast and en route from Alexandria to India, was seized in the pirate-infested Gulf of Aden on September 8. Rampant piracy off the Indian Ocean coast of Somalia has made these waters among the most dangerous in pirate activity. The Gulf of Aden, which links the Indian Ocean with the Suez Canal and the Mediterranean Sea, is the quickest route for more than 20,000 vessels traveling annually between Asia, Europe and the Americas. However, attacks by heavily armed Somali pirates on speedboats have prompted some of the world's largest shipping firms to switch routes from the Suez Canal and reroute cargo vessels around southern Africa, leading to climbing shipping costs. Somalia has been in strife for the past three decades. Strategically located in the Horn of Africa, it has been embroiled in a bitter civil war for years. The country does not have a functional government and the authority of the so-called Transitional Federal Government is limited mostly to the area around the capital city, Mogadishu. **Source: PressTV**

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IMO bans ships sewage in the Baltic Sea

The International Maritime Organization (IMO) passed a resolution on October 1st to ban the discharge of sewage from passenger ships and ferries in the Baltic Sea. The decision comes after a three years World Wildlife Fund (WWF) campaign to stop the dumping of waste water in the Baltic Sea, Baltic Course reports citing the WWF group statement.

WWF has since 2007 worked hard to convince governments and the shipping industry to ban the discharge of waste water straight into the Baltic Sea. The organization had already succeeded in receiving voluntary commitments from many passenger ferry lines and cruise companies that traffic the Baltic Sea, LETA reports. The decision will make the dumping of waste water illegal from 2013 for all new ships and from 2018 for all ships, when sufficient port reception facilities are available. A special working group will develop criteria for "adequate port reception facilities".

"This is an important milestone for the Baltic Sea", says Mattias Rust, WWF's representative at the IMO meeting. "The responsibility now lies heavy on the Baltic Sea countries and their ports to provide the necessary port facilities."

This week, the worlds shipping nations met at the IMO in London to discuss environmental issues. In a joint submission from all the Baltic Sea states, the IMO was asked to "ban discharge of sewage from passenger ships and ferries in the Baltic Sea unless it has been sufficiently treated to remove nutrients or delivered to port reception facilities".

In total, the Baltic Sea receives more than 350 cruise ship visits with over 2,100 port calls each year and the numbers are rapidly growing. The waste-water produced in these vessels is estimated to contain 113 tons of nitrogen and 38 tons of phosphorus, Most of this sewage is today discharged into the Baltic Sea, adding to the eutrophication of the sea. In addition to excess nutrients, the waste water also contains bacteria, viruses and other pathogens, as well as heavy metals.

Eutrophication is considered the main environmental problem of the Baltic Sea, causing both biological and economic damage to marine environment and coastal areas. It is caused by an overload of nutrients, such as phosphorus and nitrogen, into the ecosystem. Eutrophication causes many problems, including unusually strong and frequent summertime algae blooms, including blooms of toxic cyanobacteria. **Source: baltic-course**

CASUALTY REPORTING



3 rescued from foundering tug

A tugboat and two barges ran aground in shoals in Lake Michigan Saturday, necessitating the rescue of three people aboard, the U.S. Coast Guard said.

The tugboat **Kristin J.** got hung up near Glencoe, Ill., about 12:30 a.m. but didn't send out a distress call until about 9 a.m. when it began taking on water, the Coast Guard said in a release on its Web site. A Coast Guard helicopter crew removed the three people from the stranded vessel about 11:30 a.m. No injuries were reported.


Source : St Louis Globe-Democrat

Barge accident closes Houston port

The U.S. Coast Guard says much of the Houston Ship Channel will be closed to marine traffic until at least Tuesday night. Petty Officer Richard Brahm says the estimate comes from the joint team at the scene of a barge collision with a tower that supports a high-voltage electric transmission line. That tower threatens to topple it into the channel.

The U.S. Coast Guard says the tow boat **Safety Quest** was pushing three barges loaded with scrap metal about 6 a.m. Sunday when it crashed into the tower on the channel at Baytown. No injuries were reported. The channel is the lifeline to the Port of Houston, the nation's leader in foreign waterborne tonnage and imports and runner-up in U.S. export tonnage and total tonnage. Source : [chron.com](#)

NAVY NEWS



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Inbound on the Clyde last week and catching a bit of Scottish sunshine was the **USS NITZE (DDG 94)** with a flotilla of escort craft in attendance. The **NITZE** and two of her sisters the **BAINBRIDGE** and the **STOUT** are on this side of the Atlantic to take part in exercise **Joint Warrior 102** with other Nato warships over the next few weeks.

Photo : [Tommy Bryceland](#), SCOTLAND ©

Bulava attempt this week

Russian Navy Commander-in-Chief says they will launch the missile later this week. The test will be No. 13. So far, half of the launches have failed. The last Bulava missile launch in December last year was visible in the horizon over northern Norway as the missile went into a spectacular loop.

Navy commander Vladimir Vysotsky says it is now time to resume the tests that have been halted for almost a year, The Voice of Russia reports. Source : [BarentsObserver](#)

Hr.Ms. Zuiderkruis knapt school Bonaire op

Tijdens het havenbezoek aan Bonaire hebben bemanningsleden van **Hr.Ms. Zuiderkruis** afgelopen week de SGB (Scholen Gemeenschap Bonaire) een opknappbeurt gegeven met snoeiwerkzaamheden. Het complex van deze middelbare school op Bonaire bestaat uit verschillende gebouwen, die grotendeels door de beplanting uit het zicht waren onttrokken. Bemanningsleden van het bevoorradingsschip waren opgedeeld in drie groepen en hebben

uiteindelijk drie containers gevuld met gekapt en gesnoeid afval. De leerlingen waren zichtbaar enthousiast over de activiteiten. Aan de unitmanager is een wapenschildje van het schip overhandigd en als blijk van waardering hebben de deelnemende militairen een geschenk van de school uitgereikt gekregen.



Naast de geboden hulp aan de SGB, heeft het schip aan diverse klassen van de technische opleidingen de mogelijkheid gekregen om een kijkje aan boord te nemen door middel van rondleidingen tijdens het havenbezoek. "Deze ondersteuning benadrukt de goede band tussen de inwoners van Bonaire en de Koninklijke Marine", aldus de commandant van het schip, kapitein-luitenant-ter-zee Herman de Groot. "Tijdens ons bezoek aan dit mooie eiland hebben de leerlingen op een speciale manier kennis gemaakt met de Koninklijke Marine", voegde hij toe.

Het bevoorradingschip van de Koninklijke Marine voerde tot het havenbezoek aan Bonaire kustwachttaken uit voor de Nederlandse Antillen & Aruba. **Hr.Ms. Zuiderkruis** zal de komende tijd als stationsschip zorgen voor ondersteuning bij maritieme drugs operaties. Daarnaast beschikt het schip over alle faciliteiten om tijdens het orkaanseizoen ondersteuning te verlenen bij mogelijke humanitaire hulpoperaties. **Foto : Hr Ms Zuiderkruis ©**



The US Coast Guard **WMEC 617 VIGILANT** seen arriving in Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

SHIPYARD NEWS

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The **GASCHEM BREMEN** seen fitting out at the Hyundai yard in Ulsan, this vessel is the first out of a series of 3, the sisters will be named **GASCHEM HAMBURG** and **GASCHEM STADE** all with a capacity of 10.000 cbm

Photo : Wouter van der Veen ©

Build your own battleship

Moscow invites the public to design new warships for the country's navy.

Russian state-owned United Shipbuilding Company OSK, which builds warships for the Russian navy and is normally not known for its openness to the public, recently surprised all with an unusual announcement. For the first time in Russia, the company is inviting professionals as well as "talented amateurs" for tenders to design battleships for the Russian navy.

According to OSK President Roman Trotsenko, who was quoted last week by Russian daily Izvestija, the company looks forward to submissions of design concepts until December 10 and is willing to pay 12 million roubles (Dh1.4 million) for the best design which will be chosen by a special OSK committee.

Trotsenko said that the design competition is aiming to "establish a new relationship between the Russian population and the country's marine fleet." He added that OSK considers the tender a way for Russians "to become proud again of ships sailing under the Russian banner." Entitled to participate are citizens of Russia, Kazakhstan and Belarus, OSK announced, as those three countries maintain close trade relationships.

Among the most famous Russian battleships — or former Soviet battleships — are the **Admiral Kuznetsov** class aircraft carriers, the nuclear powered **Kirov** class battle cruisers, the **Udaloy** class anti-submarine destroyers and the famous armoured cruiser **Aurora**.



The **OCEAN PRIZE** seen in dry dock at Damen Shiprepair in Schiedam
Photo : Marijn van Hoorn ©

Vietnam's Vinashin finishes Natixis debt repayment

Vietnam's state shipbuilder Vinashin has completed repaying its debt to French bank Natixis, using funds from the Vietnamese government's overseas bonds for part of the settlements, writes Reuters. Vinashin, which has been near bankruptcy, used the bond proceeds to repay the remaining \$3 million in the \$25 million loan the French bank extended, Deputy Transport Minister Nguyen Hong Truong told a news conference. "The group has now completed the debt settling duty with Natixis Bank," he said.

The overextended state conglomerate has racked up some \$4.5 billion in debt, leading the government in July to reorganise the firm and later arrest several executives for mismanagement. Truong rejected state-run media reports this month which said the government may allow Vinashin to use as much as \$300 million from the \$1 billion 10-year bond issued in January to settle the debt with Natixis.

Vinashin has raised \$75 million by selling five ships and planned to sell another 35 ships to raise an estimated \$160 million by the year's end, Minister Nguyen Xuan Phuc, head of the government's office, told the conference. The government has also injected funds worth nearly \$130 million to help Vinashin complete its shipbuilding orders and ensure their delivery this year.

Vinashin has projected turning a profit in 2013-2014 after losses expected in 2011-2012. Source : Seatrade Asia

PE investors seek to sell stake in India's Pipavav Shipyard

Some private equity firms are selling their stake in Indian shipbuilder Pipavav Shipyard Ltd (PIPA.BO) after a lock-in period to hold shares ended, its top official told Reuters on Friday. New York Life Insurance, Trikona Capital, Indus Capital, Standard Chartered Private Equity and Citadel are among companies hold 100 million shares among them, Nikhil Gandhi, chairman of Pipavav, told Reuters. He said was not aware of who is selling, with the details expected to be available on Monday, he said. Its shares fell nearly 11 percent to 84.25 rupees in a firm Mumbai market.

Source: reuters.com

Shipping Corp eyes stake in shipyards

Bharati Shipyard is open to offloading a minor stake to the Shipping Corporation of India (SCI). "I believe they are looking for a minority stake of around 15%. We would be interested and will respond to it. However, a final decision would be taken only after proper discussions on various aspects," V Kumar, managing director, Bharati Shipyard, said.

The state-run SCI has invited expressions of interest from private shipyard companies willing to sell a minority stake. They are expected to respond to the offer in October. "We will decide on the shipyard (in which we will take a stake) only after a proper due diligence of all proposals," S Hajara, CMD, SCI, said. Besides Bharati, the major players in the Indian shipbuilding space include Pipavav Shipyard, Larsen & Toubro, state-run Cochin Shipyard and ABG Shipyard. Officials of Pipavav, L&T and ABG were unavailable for comment. Asked if it would be some kind of a strategic alliance, Kumar said, "There should be some kind of strategic alliance, but it is an open situation." Analysts said SCI's backward integration plans are in line with global trends. "Worldwide, shipping companies are going for backward integration. In the short term (6-8 months), this may not be a good move for SCI given the slump in the market. But, in the long term it is surely a good move," Kapil Yadav, analyst with Dolat Capital, said. Source: DNA India

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Hong Kong's Kowloon Bay set for dredging

MPA Singapore reports that Hong Kong's marine department plans to dredge Kowloon Bay for about 40 months. Work will start immediately and take place round the clock, using equipment that includes one grab dredger, two split hopper barges, two derrick barges and two tugs.

These vessels will display signals in accordance with both international and local regulations, said the marine department, which specified a working area of 50m surrounding the grab dredger, using yellow buoys fitted with yellow flashing lights to mark the position of its anchors.

A silt curtain (netting to catch mud and sediment) from the sea surface to the seabed will be set up around the dredger and designated by yellow markers with yellow flashing lights. Source : Dredging News Online



The **GOLDEN GION** seen berthed at the Nyrstar Wharf at Risdon upstream from Hobart, Tasmania, Australia loading Sulphuric Acid.

Photo : Glenn Towler ©

FUNDS TO BE DIRECTED TO FARE REDUCTION ON ALL ROUTES

BC Ferries President and CEO David L. Hahn announced that the Government of Canada has granted BC Ferries request for duty remission on four vessels it has built offshore. The \$119.4 million in import taxes will be returned to the BC Ferries and the funds will go towards an across the board ferry fare reduction of about two per cent. The rate reduction will take effect on Monday October 18, 2010.

"Our customers will significantly benefit from this announcement and it clearly reflects an understanding by Prime Minister Harper and the Government of Canada of the importance of our west coast ferry transportation system to B.C.'s economy. The announcement also represents a substantial commitment by Premier Campbell and the provincial government to lower fares on the minor, northern and Sunshine Coast routes. This is certainly a win-win for all concerned." said Mr. Hahn.

In addition to a commitment to lowering fares, BC Ferries is also allocating \$20 million to upgrade key assets in the ship repair and maintenance business in British Columbia. The details of this initiative still need to be finalized. "Without the support of Federal Ministers' Stockwell Day and Jim Flaherty this could not have been accomplished. I also wish to thank Premier Campbell and Transportation Minister Shirley Bond for their decision to apply the provincial portion of the savings to lower fares on the minor, northern and Sunshine Coast routes," said Mr. Hahn.

BC Ferry fares are regulated by the BC Ferry Commissioner and this announcement today will be taken into consideration when setting future price caps from April 1, 2012 forward. While it is the purview of the Commissioner to decide how this should best benefit ferry users into the future, it is expected that the future benefit will continue to be in the neighbourhood of a 2% savings over what fares would have otherwise been. As a result of this decision, BC Ferries' four major vessels were delivered \$150 million under budget. **Source : British Columbia Ferry Services Inc**

Space shortage no longer a problem for Penang Port

The North Butterworth Container Terminal's (NBCT) capacity to handle container cargo has now doubled to two million TEUs (20ft equivalent units) per year starting last month, with the recently completed 600m berth. Penang Port Sdn Bhd (PPSB) acting chief operating officer Obaid Mansor told StarBiz that it had spent around RM680mil for the 600m berth which could accommodate a decking area with 2,400 ground slots for storing container cargo and a bridge connecting the berth and the container yard.

The NBCT now has a berth measuring 1,500m, which includes the recently completed 600m. Prior to the addition of the new 600m, the 900m berth had the capacity to handle only one million TEUs of containers per year. To support the extended berth, PPSB is procuring another eight rail mounted gantry cranes and six rubber tyre gantry cranes to handle container cargo for export.

All the seven new post-Panamax gantry cranes, which cost RM25mil each, have been put into action also. "With the 600m extension, we are confident that this year we will be able to handle over one million TEUs of container cargo.

"For the first nine months of 2010, NBCT handled 815,000 TEUs, which is a 15% increase from last year's corresponding period. "We are confident that this year we should be able to handle over one million TEUs of cargo. "The new berth will also help to attract cargo vessels to stop here, creating more connectivity, as our cargo handling charges are still very competitive," he said.

Obaid added that the new berth had also created 20% of extra space for NBCT. "The space shortage issue, as highlighted earlier, is no longer a problem. We have returned to the normal five-day window frame for hauliers to deliver their cargo to the mother vessels," he said. PPSB has also completed reclaiming 25ha of land, which would have 4,600 ground slots ready for operations in January 2011. NBCT handled 99,000 TEUs of cargo in July, which was the highest volume achieved in its history, Obaid said.

"In August, the cargo handled was 93,000 TEUs. We expect September to be a slower month because of the recent mid-Autumn festival holidays in China, the typhoon hitting Taiwan and other cities in Asia, and the sluggish economic growth in US and Europe," he said. **Source : The Star**



The **SKANDI BARRA** seen approaching Aberdeen – **Photo : R&F vd Hoek – Lekko ©**

Teekay reveals new VLCC JV

TEEKAY Tankers is pursuing its third secondary share offering in the past two years, and has confirmed a new VLCC joint venture. In an SEC filing after market close last Friday, NYSE-listed Teekay Tankers said it will sell 8.2M shares, plus a potential underwriter overallotment of 1.23M shares.

Today, Teekay announced that shares were priced at \$12.15, an 8% discount versus the 29 September closing price cited in the prospectus. Gross proceeds will be \$99.6M (\$114.6M with over-allotment sales). Teekay Tankers said that it will use proceeds to repay a revolving credit facility that bears a bargain interest rate of LIBOR plus 0.6%.

Teekay Tankers also disclosed an additional move into the VLCC sector in its new SEC filing. It had previously announced a \$115M term loan to an Asian shipowner for two 2010-built VLCCs. Teekay Tankers is using its follow-on to repay revolver borrowings for its loan to the Asian shipowner.

It has now disclosed that it yesterday entered a 50-50 JV with Wah Kwong Maritime Transport for a VLCC newbuilding, to be delivered in 2Q13. The VLCC is priced at \$98M and a third party has agreed to charter the vessel for five years at \$37,500 per day. **Source : Fairplay 24**

Ilyichevsk Port handles the 208,000dwt ship, the first large ship ever

The Dominica-flagged **Tinos Warrior** docked at the berths of SE Sea Commercial Port of Ilyichevsk (SCPI, Odessa region, Ukraine) on October 1st, the first large-tonnage vessel ever called at the harbor. The 208,000dwt ship has a length of 315 meters, breadth - 50 meters. The ship arrived for loading the sinter and iron-ore concentrate, the Port Authority reports.

The **Bulat** tug with rated power of 5440hp (added to the SCPI's fleet in Oct, 2009) participated in the mooring operations.

State-owned Sea Commercial Port of Ilyichevsk (Illichivsk) is among the four largest Ukrainian ports. SCPI is located on the northern Black Sea coast, on the banks of Dry estuary. The stevedore's handling facilities allow transshipping annually over 30 million tons of cargo. In 2009 freight flows via SCPI shrank by 13.8% year-over-year, to 16.286 million tons. **Source : PortNews**

China holidays to put dry bulk rates under pressure

The national day holidays in China will likely put pressure on the dry bulk market this week. China is on holiday from Monday through to Thursday. "Overall chartering activity might fall again due to this week's week-long National Day holiday celebration in China. Chinese charterers will likely be absent from the market for a large portion of the week," said Commadore Research in their weekly report. Last week saw capesize rates rise 12% on increased activity, however panamax, supramax and handies remained under pressure. **Source: searadeasia-online**

Hyundai record milestone in marine engines

Hyundai Heavy Industries (HHI) has achieved an unprecedented aggregate production of 100 million brake horsepower in two-stroke engines.

HHI set the record in just 31 years after manufacturing its first marine diesel engine in 1979 and celebrated the landmark by holding a ceremony for the production milestone with the completion of the 3,369th engine with 39,800 bhp and the 3,370th engine with 43,000 bhp for VLCCs ordered by Hanjin Shipping and DK Maritime, respectively.

After reaching the 10 million bhp mark in 1992, HHI subsequently reached 20 million bhp in 1997, 30 million bhp in 2001, 40 million bhp in 2003 and has since managed to expand its production capacity by 10 million bhp a year with continuous improvement of technology and facility expansion. HHI says it has a 35% market share of two-stroke engines. **Source : The Motorship**

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Another safety accolade for South Africa's busiest car terminal

Ahead of World Standards Day on 14 October 2010, the Durban RoRo Terminal's recent attainment of the rigorous OHSAS 18001:2007 certification should come as great news for the automotive industry, which imports and exports around 450,000 units of wheeled cargo through the facility each year.

According to Phumi Ndlovu, risk and compliance manager at the busy port facility located along Durban's Victoria Embankment, the certification was very important to the industry. "Our clients demand superior safety, health, environment and quality (SHEQ) systems, considering the millions of rands worth of vehicles being shipped through our facility by major customers including Toyota, BMW, AMH, Ford and Nissan," she said.

Formerly known as the Durban Car Terminal, Durban RoRo Terminal is today one of only three port-related entities – and the first state-owned port facility – in South Africa to boast this internationally aligned standard of safety and risk management from the South African Bureau of Standards (SABS).

The Port Elizabeth terminal recently became Transnet Port Terminals' second OHSAS 18001 certified unit.

Ndlovu said that the Durban RoRo Terminal also has around 242 employees interacting with everything from massive ships to heavy machinery. "The potential for occupational health and safety incidents is huge and needs to be minimised every step of the way. This will ensure we don't lose this certification after each annual audit, or more importantly that we don't fall prey to largely preventable SHEQ incidents."

Management at the terminal have achieved various SHEQ benchmarks including the ISO 9001 and 14001 quality management systems.

The terminal also holds the coveted NOSCAR status awarded by the National Occupational Safety Association (NOSA) to entities demonstrating the highest standards of SHEQ management. It also placed sixth in the recent NOSA Eastern Regional Awards for top companies. The OHSAS 18001 system is an international occupational health and safety management system specification created by a number of the world's leading national standards and certification bodies, and specialist consultancies.

It took the terminal two years to achieve this certification. First and second stage audits as well as risk assessments were carried out by the SABS and contraventions had to be addressed systematically. "The SABS auditors left no stone

untuned,” Ndlovu said. “Management and employees had to ensure we complied with new health and safety legislation and that issues like contractor management were conducted systematically. Compliance to procedures is another critical issue that requires constant attention.”

The Durban RoRo Terminal was presented with a symbolic flag and certificate from Cedric Hlongwa, certification manager at the SABS, on Monday, 27 September to acknowledge its achievements. **Source : ports.co.za**



The **IRMA** with onboard pilot Reinier Verschoor, was assisted by the KOTUG tugs **ZP CHANDON** and **ZP MONTELENA** through the Spijkenisse Bridge inbound for Dordrecht
Photo : Lia Mets ©

Chittagong clogging 'disaster' - only five moves an hour'

SHIPPING lines calling at Chittagong have increased surcharges from US\$300 to more than \$500 per FEU for cargo continuing inland to Dhaka, as the Bangladesh hub port is hit with congestion, reports London's International Freight Weekly (IFW) reports. "It's a disaster. They are only doing five moves an hour, which is forcing us to double our charges because we're lucky if we get our ships out in seven days," a CEO of one of the leading players in Chittagong told IFW.

The congestion, which has led to vessels being stranded for up to 14 days outside of the port, marks the second time this year that the facility has been in trouble.

The latest round follows a move by the Chittagong Port Authority (CPA) to take over handling operations at 12 of the port's jetties, which had previously been run by independent stevedores. Corruption among government officials, administrators and unions has also been alleged as a factor in the deteriorating situation at the port.

Customers of the port claim that government meetings to resolve the congestion crisis have yet to make any substantial inroads and have demanded the CPA's senior management be sacked as well as the nation's shipping minister.

In response to the growing criticism, the Chittagong regulator recently vowed to keep support services open over holidays and on weekends. IFW reports that a container supply gate will also be manned every day until 8pm and that efforts to streamline customs procedures and reposition empty container to tackle the crisis would soon be implemented. **Source : Schednet**



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Cuba to add new docks, terminal at Cienfuegos port

Cuba will build three additional loading docks and a terminal large enough to accommodate modern supertankers by 2014 at its port in Cienfuegos, part of the communist government's effort with Venezuela to rehabilitate and modernize the area's oil refinery. Venezuelan President Hugo Chavez, a self-described socialist and close friend of Fidel Castro, attended the December 2007 re-inauguration of the Soviet-era facility on central Cuba's southern coast, and since then it has refined 55 million barrels.

Cuba and Venezuelan plan to expand capacity there to 150,000 barrels refined per day and the new berths and terminal will ensure tankers carrying more oil can come and go more freely, said Luis Medina, director of Cuba's national port authority, at a news conference Friday in Havana, 185 miles (300 kilometers) northwest of Cienfuegos.

Chavez's government ships more than 100,000 barrels of oil a day to Cuba in exchange for island doctors who provide free medical care in his country and other social services. The expanded capacity at Cienfuegos will allow Venezuela to ship more petroleum products that can be refined on the island. Cuba independently operates its largest oil field, the Varadero field discovered by Russian scientists in 1971, but the communist government relies on energy companies from Canada, Spain, Norway, India, Malaysia and China for other drilling operations.

The government has laid out zones in the Gulf of Mexico where private energy companies, mostly from Canada and Europe, have said they could one day drill deep-water test wells searching for crude. A 2004 test well by a Spanish company was not considered commercially viable, however, and Washington's 48-year-old trade embargo prohibits U.S. companies from investing in Cuban oil exploration and production, even though the island's Gulf waters are close to the Florida coast.

A meeting of U.S., Mexican and Cuban scientists wrapped up Wednesday in Sarasota, Florida, with an outline for a plan to better protect the Gulf of Mexico and western Caribbean through collaborative management and conservation.

It includes actions that scientists in each country will undertake to conserve coral reefs, marine mammals, sea turtles and shark and other fish populations. Examples include a regional monitoring protocol for sea turtles to make sure results are compatible among nations and continued research expeditions focused on sharks. **Source : AP**

Evergreen Marine to build 10 ships

Evergreen Marine Corp., Taiwan's largest shipper, said Tuesday that it will build 10 ships as part of its efforts to expand the company's fleet. Evergreen Marine said it has commissioned South Korea's Samsung Heavy Industries Co. to build the ships, each of which will have a cargo capacity of 8,000 twenty-foot equivalent units (TEUs), for a total of US\$1.03 billion.

Seven of the vessels will be owned by Evergreen Marine and the three others will belong to the wholly owned Panama-based Evergreen International S.A. The delivery of the 10 ships will begin from 2013. It is the second order placed by Evergreen Marine this year after the shipper commissioned Samsung to build 10 other ships, delivery of which will start from 2012 and be completed in two years.

The company said the new ships will be installed with energy efficient electrical equipment that will cut air pollution when the ships are arriving or embarking from ports. Currently, Evergreen Marine has 162 vessels, 80 of which are self-owned and 82 of which are rented. **Source: CAN**

New cranes helps Jeddah up capacity to 2 million TEU

THE Red Sea Gateway Terminal (RSGT) at Jeddah Islamic Port (JIP) in Saudi Arabia is expanding its container handling capacity to two million TEU after taking delivery of its fifth batch of equipment from China.

The equipment includes two advanced ship-to-shore container cranes that bring the total number of cranes at the quayside to ten. RSGT a US\$510 project and the Kingdom's first Build Operate and Transfer (BOT) port project, is reported to be spearheading the development of the country's maritime and logistics sector, said AME info, the Africa-Mideast business portal. "JIP has experienced resurgence in container volume growth in the first half of this year, resonating with our expectations," a spokesman said. "The slight upswing in the global economy and fear of 'the spectre of congestion' has prompted most terminal operators to rethink their investments. Luckily RSGT has always remained ahead of the game. We continued, despite the world crisis ordering more equipment than initially proposed."

The new STS cranes, capable of stacking containers 24 across and outfitted with crane monitoring systems (CMS), single and twin lifts enabling each crane to simultaneously handle two 40-foot containers, have been positioned at the feeder berth. RSGT is the only terminal on in JIP capable of receiving mega ships of 13,000 TEU plus. Commercial operations started at the terminal in December 2009 with full operations scheduled by the end of this year.

Source : Schednet

Russian port operator sees bunker sales grow

Novorossiysk Commercial Sea Port (NCSP), one of Russia's largest port operators, says its first-half net profit grew 20.7% on higher sales and lower costs. Part of the increase was due to a growth in the group's bunker sales. Net profit for the six months to the end of June was reported at \$155.6 million compared to \$128.9 million in the first half of 2009.

Sales from all its activities grew 4.2% to \$348.3 million, the company said in a statement. Earnings before interest, taxation, depreciation and amortisation, adjusted for fluctuations of the rouble-dollar exchange rates, rose 4.2% to \$245.4 million. In detail, NCSP said revenue from its stevedoring services (which includes bunkering and transshipment of cargoes) grew almost 7% to \$17.7 million. "More than a half of this increase was contributed by changes in the cargo mix and increased revenues from growing volumes of containers, timber cargo, bulk mineral fertilizers, and grain," said an NCSP statement.

"The remaining part of the total revenue increase (\$8 million) was contributed by higher sale prices and growing volumes in the Group's bunkering business." Analysts said second half results could be hit by a grain export ban, introduced by Russia in mid-August after a severe drought killed off as much as a third of the country's crop.

Source: Portworld

OLDIE – FROM THE SHOEBOX



On a windy afternoon in November 1968 the Dutch coaster **NEDERLAND** was approaching Great Yarmouth Harbour, riding on the swell of N-8 on to the entrance. Loaded with timber she was coming from a Scandinavian port. In that time I was working as shipping agent for Norfolk Line Ltd at Great Yarmouth. On this afternoon I was looking on the pier for the delayed vessel when she will arrive. Later I did the same work as mate on the Norfolk Line Ferry **DUKE OF HOLLAND** and felled what the master of the **NEDERLAND** had felted during his approach in this local situation.

Photo : Capt. Frank Haalmeijer ©

- The **NEDERLAND** was built in 1953 by A. Apol CV at Wirdum (Holland) for Mr H. Huizinga of Delfzijl (managers Carebeka). Her length was 43,90 m and maximum draught 2,75 m. The propulsion came from a Appingedammer Brons dieselengine with only 195 hp for a speed of 8 knots.
- In July 1972 she was sold to Panama and renamed **REINA ELISENDE**. In 1974 sold again to Greece, but still flying the Panama-flag as **ARIBEL**.
- Her history was not ended, when she were sold to Lebanon and changed name in **ELCOMEC 1**.
- On the voyage from Beiruth to Alexandria on 7 February 1984 her engine failed and were abandoned by her crew. On 10 February she was towed into Haifa and laid-up awaiting to sell by justice. Sold to Haifa and refurbished as sludge and dirty water tanker, after changed name again in **ARIBEL**.
- About 2000 the **ARIBEL** turned over alongside the quay during discharging and became CTL. In 2002 LR finished her registration because her presence was in doubt.

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.... PHOTO OF THE DAY



Above seen the steam powered tug **HERCULES** departing from Maassluis after a very successful **FURIADE 2010**
Photo : Jan Steehouwer ©